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[367]

No. 14,098

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日柒初月伍年亥十二緒光

HONGKONG, TUESDAY, JUNE 2ND, 1903.

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8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
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12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. to 11.15 p.m., every 1 hour.

8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
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3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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6.30 p.m. to 7.00 p.m. Every 10 minutes.
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as food, cleanliness, and hygiene of the place.

All comforts of a home.

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Comfortable accommodation for travellers

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colony of Macao.

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Bath to each room.

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JAS. D. M. CAMERON,

Manager.

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Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

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H. HAYNES,
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OUR PARIS LETTER.

THE KING'S VISIT.

Paris, 2nd May.
Paris is splendour itself and the decorations which are nearly everywhere in evidence are unquestionably beautiful, revealing unique French taste. The metropolis just now recalls London at the time of the Jubilee. Visitors continue to pour in from all parts—principally from across the Channel—despite the fact that hotels are full, and accommodation very limited. It is not so much to see the King that Britishers come over as to be able to say they were there when their Sovereign was in Paris. Enthusiasm prevails everywhere, more so even than when the Tsar came to Paris. Small shops make quite a fortune selling English flags and mottoes; to decorate according to means seems to be the only object in view. For a Republic, France has certainly prepared as hearty a welcome as Portugal and Italy, and King Edward will be the first to acknowledge this to be a fact. The Prefect of Police has allowed the most respectable taverns, cafés, and restaurants to remain open all night, in honour of His Majesty's arrival, while public dancing is to be tolerated in the streets, as on the 14th of July. Crowds make their way, after their day's work is over, to the Madeleine and Opera Quarters of the city for the purpose of admiring the elaborate decorations, which are truly artistic and splendid. The rue de la Paix, the Place Vendôme and the rue du Rivoli constitute the principal centres of attraction. Of course, the Faubourg St. Honoré, where the British Embassy is situated, is also a favourite rendezvous. The Grands Boulevards look gay in their gala dresses. Great masses of white and gold have been planted in prominent places, from which hang festoons and banners. The Rue du Paix is considered the best decorated by many; being a very rich neighbourhood, like the Opera it has come out strong. The Opera end of the Rue de la Paix presents a gorgeous sight, having an immense luminous motif suspended between four masts, two on either side of the street, and reaching 15 feet in height. On each of these gigantic masts have been suspended trophies of English and French flags; the two tricolours side by side look extremely pretty, and festoons of electric lights and flowers complete the decorative effect. A royal crown and British lion are to be seen in the centre, both made of multi-coloured electrically-lighted lamps. The Place Vendôme, or the other end of the Rue de la Paix, is decorated in the same artistic manner, huge luminous inscriptions such as "God save the King," "Welcome," are encountered at intervals. Several large houses, chiefly dress-makers, along the Rue du Rivoli, have decorated the whole front of their maisons with flags, electric lights, &c. Money has been freely spent everywhere by Parisians, whose only wish is to impress upon His Majesty their sincere gratitude for his coming to Paris, and their desire to forget and forgive the past. The Government and Municipal Council have decided to accord a magnificent welcome to their Royal guest. President Loubet, who has just returned from Algeria, is satisfied that everything is in readiness, and Parisians are in good spirits. The British Colony, which has been reinforced by thousands, is on the tip-toe of expectation. The Royal apartments at the Embassy await the King. Prefect of Police Lépine is overworked; grave responsibility rests on his shoulders, but he is more than equal to the occasion. Hundreds of detectives from Scotland Yard have arrived; objectionable caricatures have been confiscated, so that all being well, His Majesty will have a right good time among Parisians.

THOROUGH MONKS.

The expulsion of the monks of the Grande Chartreuse was effected with great difficulty; the scene was quite dramatic. The military and gendarmes who now co-operate together in such cases barred the approaches to the monastery, but the infuriated demonstrators succeeded in breaking through the cordon militaire, and reached the gates. Further reinforcements were telegraphed for, and by three o'clock in the afternoon a battalion of infantry, two squadrons of dragoons, and a company of sappers had arrived on the scene, while the artillery was close at hand. The crowd was once more requested to disperse, but refused to obey; as they resisted all attempts, the general in command ordered them to be surrounded and removed by force. Many soldiers were seriously injured in the fight that followed; the military after endless difficulty and the exchange of several blows proved themselves masters of the situation. As the monks strongly refused to open the doors, the latter were quickly broken down by the sappers; several iron gates suffered the same fate. Having gained admittance by force, the monks were found in a kneeling attitude, and absorbed in prayers, but as they refused to rise and leave, they were seized by the gendarmes and thrown out, marched to the station, and confronted with the magistrates. The crowd cheered wildly and hissed soldiers and police. After being subjected to a judicial examination, the monks were released, and left for another part of the country, amid sympathetic cries. The Government is beginning to realise the gravity of the religious dispute, and foresees great trouble. As monks and nuns are the cause of creating much disturbance the only way of restoring order among the masses is to deal swiftly with disturbers of the peace—whether civilians or clerical. Religious troubles are smouldering in nearly every part of France, hence the decisive attitude of the Government.

RUSSIA IN CHINA.

The recent attitude of Russia in China caused much uneasiness, as well as displeasure. As the love of the French for the Russians has grown old protestations general. That Russia would have

to back out of Manchuria, or at least that part of the Chinese Empire, sooner than she anticipated, was to be expected, as other Powers would not tolerate her occupying, or even claiming, absurd rights in the Manchurian province. The alliance between Great Britain and Japan has much to do with keeping covetous Russia in her place, and bringing Muscovites to their senses. The United States too exercise great influence in China, and the sooner the Russians become convinced of the fact that they cannot do exactly as they like in the Celestial Empire, the better it will be for them. Shingking is the most important province in Manchuria, and for it to be occupied by Russian troops, was *très fort*. The Chinese are better looked after than what the Muscovites imagine. The reputation of Russia's lousie frightens nobody, for everyone is accustomed to her tall talk, and what is still more important, known how far she can go. She is quite enough to know when to climb down; this has once more been illustrated by her backing out of part of Manchuria, in the way she has just done, and so saved herself from trouble.

A FOOLISH WAGER.

Is this the poison? Doubts on this question ought no longer to exist after reading how a foolish workman met his death in this city a few days ago. Negoeier was stupid enough to make a wager to his comrades that he would drink twelve glasses of the horrible mixture in as many minutes. A dozen glasses filled with absinthe were placed in front of him. The clock had just finished striking twelve, when Negoeier dropped dead. He won his wager at the expense of his life.

NEW EXHIBITION.

Quite a new kind of exhibition is to be inaugurated this summer in Paris, and will remain open from July to November. The exhibition, which will be an international one and called "L'Exposition Internationale de l'Habitation," will be held in the Palais des Champs Elysees. The sanitary world in every country has promised its support. The show will consist of dwellings, rich and poor, the models to resemble the originals as much as possible, the object of the organising committee being to compare the mode of habitation in France with that in other countries, thus ascertaining whether French dwellings are superior to foreign ones, or the reverse. Marked improvements will be most carefully noted; and if practical, adopted as a matter of course. The housing problem will be extensively discussed by representatives from almost every part of the civilised world. The exhibition will attract thousands, as visitors and curious will be confronted with endless novelties referring to the home. Lectures will be given during the holding of the show, after which the international authorities will be requested to make reports. A great deal can be learnt from an exhibition of this kind. Schools are often badly ventilated and furnished; the working classes deprived of many hygienic comforts; while the rich will be surprised to hear how unhealthy their mansions are kept, by fresh air being kept out, through a plethora of useless curtains, &c. Art is destined to occupy a prominent place at the show, while architecture will be given just play. Competitions will not be omitted, handsome prizes being awarded to the most ingenious, irrespective of nationality. France has a great deal to learn from other countries as regards sanitation and cheap and healthy dwellings, the construction of which are sadly needed in Paris.

A FASHION PLAY.

Le Roman de Françoise is the latest successful drama in seven acts represented at the Ambigu Theatre. The opening part of the play is very sad, as it recalls *l'annee sanglante* of 1870-71—a period which no one in France cares to recall. Mme. Vidal lives at St. Denis, in company with her beautiful Françoise, and as the fighting becomes fiercer, so are the wounded brought to her garret or tavern, which has been converted into a temporary hospital. As soon as Captain Pierre Joubert is carried in seriously wounded from a shell, Françoise insists on nursing him alone, the more so as the Captain and she used to be sweethearts some years previously. As soon as Joubert regains consciousness, he is amazed to find that he has received such kind attention from Françoise, whom he thanks with all his heart. The marriage between Joubert and Françoise is supposed to have taken place in the next act; but as his wife is the cause of his retiring from the Army, his brother officers make it very unpleasant for him, while neighbours and friends refuse to speak to his wife whose sole ambition is to live like a duchess, in spite of the limited means of her husband. The latter decides to quit the town, believing his foolish and vain wife would become wiser. But the constant reading of fast novels has had too strong a hold on Françoise, who obtains an engagement at a music hall in the provinces, and flirts with all the young men of the place. The Captain is finally forced to sell the home, in order to pay his unfaithful wife's debts. As a final appeal, he writes to her imploring her to give up her fast life and return to him, and work honestly together for their living. The next post brings him a letter, in which she informs him that she has eloped with a young doctor, by whom she has had a child. The news is too much for the broken-hearted husband, who commits suicide. The play is beautifully staged, and faultlessly rendered.

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Eastern* left Manila yesterday, and may be expected here on Wednesday afternoon.
The P. & O. steamer *Massilia* left Singapore for this port on the 30th ult., at 6 p.m., with the outward English mails, and is due here on the 4th inst., at about 2 p.m.
The C.N. steamer *Taiyuan*, from Australian Ports, left Sydney on the 29th ult., and is expected here on the 21st inst.

THE TRANS-SIBERIAN RAILWAY.

Mr. J. M. Maclean, formerly editor of the *Daily Gazette*, writes an able, if somewhat prejudiced, article in the May issue of the *Magazine of Commerce*. He contends that this railway is a blow to our commercial supremacy in the Far East, and concludes—

We have been in the habit of regarding Russia as nothing but an overgrown military empire, but her efforts for many years past have been mainly devoted to the prosecution of works of industrial activity. The Crimean War was an excellent lesson for her. It taught her her own weakness, threw her back upon herself, and compelled her to study the means of making the world recognize her real greatness. It seems absurd now to remember that the Western Powers of Europe imagined they could cripple Russia for all time and bind all her maritime aspirations in chains by shutting her up within the frozen waters of the Baltic and the jealously-guarded portal of the Black Sea. Russia has since made use of her restored strength and the friendship of France to burst in pieces the bond by which the Treaty of Paris essayed to fetter her young limbs. She has also made the Black Sea completely her own. The Turkish flag only flies there by her permission. The whole coast, from the Balkans right round through the now emancipated provinces of Turkey, to the Caucasus and the annexed Turkish territory between Kars and Batoum, now belongs to the Russian Empire. The Caucasus, once the home of bands of intractable brigands, has been conquered, opened out, and traversed by railways. At Baku, on the Caspian, the discovery of perennial wells of oil has enriched the whole country, and converted a poor, decaying town into a populous and wealthy city. The whole of the rich province of Khorassan, in Northern Persia, has practically become Russian; new lines of railway on both banks are surmounting the break of the Caspian Sea. The whole of the fertile country of Central Asia, down to the mountainous barrier of the Hindu Kush, is now Russian territory. The officers of the Tsar are eagerly pushing forward the construction of the trunk line from Orenburg to Tashkent, which will complete railway communication from Moscow to the Oxus, and which, but for Afghan prejudice, fostered by the stupid policy of the Government of India, which seeks to erect a sort of Chinese wall at the Himalayas to protect the Indian frontier, would quickly link together the Russian and Indian railway systems, complete an overland line from Calcutta to Calcutta, and enable English travellers to reach the Indian capital in less than 10 days' time. All this is truly marvellous work of putting new life into Asia has now been crowned by the railway from Europe to the Pacific coast of China. 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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	2 m.	W. B. Palmer	BUTTERFIELD & SWIRE	On 6th inst.
LONDON, &c. VIA PORTS OF CALL.	VALETTA	Brit. str.	2 m.	Holman	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SUEZ CANAL.	GLENFARG	Brit. str.	2 m.	Holman	McGregor Bros. & Gow	On 23rd inst.
LIVERPOOL	HYSON	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL	OOPACK	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 14th July.
MARSEILLES, &c. VIA PORTS OF CALL.	SALAZIE	Brit. str.	2 m.	Holman	MESSAGERIES MARITIMES	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP V. SPORE, &c.	BOMBAY	Brit. str.	2 m.	Holman	P. & O. S. N. Co.	On 15th inst. at Noon.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP	ANTONIO	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	ALCINOUS	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 7th July.
MARSEILLES, LONDON & ANTWERP	PEPEUS	Brit. str.	2 m.	Holman	BUTTERFIELD & SWIRE	On 21st July.
BREMEN, VIA PORTS OF CALL.	STUTTGART	Ger. str.	2 m.	P. Grosch	MELCHERS & CO.	On 11th inst. at Noon.
HAYRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.	2 m.	Forck	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG	STASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Bork	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.	2 m.	Joburg	HAMBURG-AMERIKA LINIE	On 14th July.
HAYRE & HAMBURG	WURZBURG	Ger. str.	2 m.	v. Biezer	HAMBURG-AMERIKA LINIE	On 28th July.
HAYRE & HAMBURG	BAVARIA	Ger. str.	2 m.	Holman	HAMBURG-AMERIKA LINIE	On 11th August.
TRIESTE, &c. VIA SINGAPORE, &c.	MORAVIA	Ger. str.	2 m.	Seich	SANDER, WIELER & CO.	On 17th inst. P.M.
GENOA, ANTWERP & LONDON	BENMOH	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 6th inst.
ODDESSA	HERMANN LERCHER	Rus. str.	2 m.	Bradley & Co.	BRADLEY & CO.	On or about 5th July.
NEW YORK, VIA SUEZ CANAL	PRIMROSESHIRE	Brit. str.	2 m.	Sheehan, Tomes & Co.	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK, VIA PORTS	NUBIA	Ger. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	To-day.
NEW YORK, VIA SUEZ CANAL	HEATHFORD	Brit. str.	2 m.	von Hoff	ARNOLD, KARRER & CO.	On 5th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	CHARLES TIDEBORN	Brit. str.	2 m.	von Hoff	DODWELL & CO., LTD.	About 15th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	von Hoff	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TANTAR	Brit. str.	2 m.	von Hoff	CANADIAN PACIFIC R. CO.	On 22nd July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHIMANGU MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 16th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TRINCHARD	Brit. str.	2 m.	Trinbridge	BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	Trinbridge	DODWELL & CO., LIMITED	On 24th inst.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	Holmes	BUTTERFIELD & SWIRE	On 4th inst. at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	2 m.	Holmes	GIBB, LIVINGSTON & CO.	On 8th inst. at Daylight.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
YOKOHAMA	KWANGSI	Brit. str.	2 m.	Holmes	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	CHINOTU	Brit. str.	2 m.	Holmes	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	2 m.	C. D. Bennett, R.N.E.	P. & O. S. N. Co.	On or about 13th inst.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	2 m.	J. Nagao	NIPPON YUSEN KAISHA	On 12th inst. at Noon.
KOBE DIRECT	PERLA	Jap. str.	2 m.	J. McGinley	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	2 m.	J. W. Walsby	NIPPON YUSEN KAISHA	On 5th inst. at Daylight.
KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
SHANGHAI	WUHU	Brit. str.	2 m.	G. W. Cockman, R.N.E.	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI	MASSILIA	Brit. str.	2 m.	G. W. Cockman, R.N.E.	P. & O. S. N. Co.	About 6th inst.
NINGPO & SHANGHAI	TAMHUI	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	To-day.
TAMHUI, VIA SWATOW & AMOY	DANIN MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 7th inst.
FOOCHOW, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
FOOCHOW, TONGKOU & PORT ARTHUR	SIAM	Jap. str.	2 m.	Glaha	MELCHERS & CO.	Quick despatch.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 9th inst.
SWATOW	PHARES	Brit. str.	2 m.	R. Gibson	DOUGLAS LAFRAIR & CO.	To-day, at 10 A.M.
SWATOW, CHEFOO & TIENTSIN	HANGKONG	Brit. str.	2 m.	Gibson	DOUGLAS LAFRAIR & CO.	To-day, at 10 A.M.
MANILA	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	BUTTERFIELD & SWIRE	On 4th inst.
MANILA	SUNGKIAN	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
MANILA	CHANGSHA	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 4th inst. at Noon.
MANILA	YUENKANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 5th inst. at 4 P.M.
MANILA DIRECT	RUBI	Brit. str.	2 m.	R. W. Almond	SHEWAN, TOMES & CO.	On 6th inst. at 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	On 13th inst. at 10 A.M.
SINGAPORE, COLOMBO & BOMBAY	TIENTSIN	Brit. str.	2 m.	H. W. Kenrick	P. & O. S. N. Co.	On or about 2nd inst.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	2 m.	A. Stewart	DAVID SASSOON & CO., LTD.	On 4th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-day, at Noon.
BOMBAY, VIA SINGAPORE & PENANG	CAPEI	Jap. str.	2 m.	Belzile	CARLOTTI & CO.	On 11th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HONKAY MARU	Jap. str.	2 m.	T. Mura	NIPPON YUSEN KAISHA	On 16th inst. at Noon.

SHIPPING.

ARRIVALS.
June 1, CHANGSHA, British str., 1,463 T. Moore, Kobi 25th May and Moji 27th, General—BUTTERFIELD & SWIRE.
June 1, CITY OF PEKING, American str., 3,180, D. F. Field, ran Francisco 30th April and Shanghai 28th May, Mails and General.—P. M. S. S. Co.
June 1, HONGKONG, British str., 2,056, Peters, Singapore 25th May, General—CHINESE.
June 1, KAGOSHIMA MARU, Japanese str., 2,731, K. Kori, Moji 25th May, General—NIPPON YUSEN KAISHA.
June 1, NAGASAKI, British steamer, 2,591, Geo. Payne, Calcutta 17th May, Penang 23rd and Singapore 25th, General—JARDINE, MATHESON & CO.
June 1, PETRARCHI, German str., 1,251, Ahrens, Wuhu 25th May, Rize, Sander, WIELER & CO.
June 1, SALAZIE, French str., 2,088, J. Aubert, Shanghai 29th May, General—MESSAGERIES MARITIMES.
June 1, YUENKANG, British str., 1,128, S. J. Payne, Manila 25th May, Hongkong 29th, Manila 25th, May, Hongkong—JARDINE, MATHESON & CO.

DEPARTURES.

31st May.
MANILA, British str., for Shanghai.
1st June.
BRUNHILDE, German str., for Newchwang.
KOUN MARU, Japanese str., for Kobe.
LOONGMON, German str., for Canton.
LYEEMOON, German str., for Shanghai.
SKULD, Norwegian str., for Saigon.
THALIA, British str., for Swatow.

VESSELS IN DOCK.

30th May.
ABERDEEN DOCK.—
Kowloon Dock.—Montana, Canton River, Tagahua, San Joaquin, Shantung, Desima, Nanchang.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Nanwang*, from Calcutta, Penang and Singapore 25th ult., had light variable winds with calm and smooth sea throughout.
The Japanese steamer *Kagoshima Maru*, from Moji 25th ult., had thick foggy weather on China coast and calm sea.
The German steamer *Petrarch*, from Wuhu 25th ult., had calm and light southerly airs with more or less fog all the way.
The British steamer *Changsha*, from Kobe 25th and Moji 27th ult., encountered fine weather and light breeze to Moji. From Moji experienced fine weather, slightly hazy and light breeze till morning of 29th, when fog set in and continued to arrival; very thick at intervals.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
FARES:
1st Class... \$1.50
2nd " " " " 0.70
3rd " " " " 0.30
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 16th May, 1903. [646]

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Steamship

"HALLOONG."

Captain Gibson, will be despatched for the above ports TO-SWATOW, the 2nd June, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIR & CO., General Managers.

Hongkong, 20th May, 1903. [1581]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEMOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 1st June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd May 1903. [2]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Company's Steamship

"PERLA."

Captain J. McGinley, will be despatched for the above port TO-DAY, the 2nd June, at 4 P.M.

This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th May, 1903. [1576]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 4th June, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 26th May, 1903. [1536]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

DRAEWAL, Swedish barque, A. P. Larsson—KENTMERE, British 4-m. barque, T. E. Burch—Standard Oil Co.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

STUTTGART ... THURSDAY ... 11th June

ROON ... THURSDAY ... 25th June

PREUSSEN ... THURSDAY ... 9th July

HAMBURG ... THURSDAY ... 23rd July

PRINZ HEINRICH ... THURSDAY ... 6th August

SACHSEN ... THURSDAY ... 20th August

KLAUSCHOU ... THURSDAY ... 3rd September

BYERN ... THURSDAY ... 17th September

Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at Noon, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 28th May, 1903. [15]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA

OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

ORIENTAL STEAMSHIP CO. OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRASAMHA" 5,197 R. P. Craven June 14, 1903

"INDRAVELLI" 4,899 W. B. Craven July 14, 1903

"HAMPURA" 4,899 A. E. Hollingsworth Aug. 4, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th May, 1903. [14]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date

"ROHILLA MARU" E. P. Bishop 3863 Tuesday, 2nd June, at 11 A.M.

"ROSETTA MARU" N. Tate 3876 Saturday, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th May, 1903. [478]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	TRIENSTIN	About 2nd June	Freight only.
LONDON, &c.	VALETTA	Noon, 6th June	See Special Advertisement.
SHANGHAI	MASSILIA	About 6th June	Freight or Passage.
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	BOMBAY	Noon, 12th June	Freight or Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	CEYLON	About 13th June	Freight or Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th May, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES

NUBIA ... NEW YORK, VIA PORTS ... On 2nd June. Freight.

SEGOVIA ... HAYRE, BREMEN and HAMBURG (Calling at Singapore and Colombo) ... On 2nd June. Freight.

STASSBURG ... HAYRE and HAMBURG (Calling at Singapore and Penang) ... On 16th June. Freight & Passengers.

SUEVIA ... HAYRE and HAMBURG (Calling at Singapore and Colombo) ... On

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"YANGTSE"	On 4th June.	
GLASGOW and LIVERPOOL...	"OOPACK"	On 14th June.	
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 14th June.	
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.	
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.	

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 6th June.	
LIVERPOOL	"HYSON"	On 20th June.	
MARSEILLES, LONDON and	"ANTENOR"	On 23rd June.	
ANTWERP			
MARSEILLES, LONDON and	"ALCINOUS"	On 7th July.	
ANTWERP			
LIVERPOOL	"OOPACK"	On 14th July.	
MARSEILLES, LONDON and	"PELEUS"	On 21st July.	
ANTWERP			

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	On 17th June.	
all PACIFIC COAST PORTS, via			
NAGASAKI, KOBE, and YOKOHAMA			
The ss. "OOPACK" and "YANGTSE" left Singapore on the 29th inst. a.m., and are			
due here on the 4th June.			
The ss. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.			
For Freight, apply to			

BUTTERFIELD & SWIRE,
AGENTS. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"TAMSI"	On 2nd June.	
YOKOHAMA	"KWANGSI"	On 2nd June.	
MANILA	"SUNGKIANG"	On 3rd June, at 5 P.M.	
SWATOW, CHEFOO and TIENTSIN	"NANCHANG"	On 4th June.	
MANILA	"CHANGSHA"	On 4th June, at Noon.	
POINT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS,			
TOWNSVILLE, BRISBANE,			
SYDNEY and MELBOURNE			
SHANGHAI	"WUHU"	On 6th June.	
YOKOHAMA and KOBE	"CHINGTU"	On 10th June.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon.
K. Kori	VICTORIA, B.C. and SEATTLE	TUESDAY, 2nd June, at 4 P.M.
AKI MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
J. Nagao	MARSEILLES, LONDON and ANTWERP, via SINGAPORE	SATURDAY, 13th June, at DAYLIGHT.
SADO MARU	PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
S. J. G. Parsons	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
BOMBAY MARU	VICTORIA, B.C. and SEATTLE	TUESDAY, 16th June, at 4 P.M.
T. Muri	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at DAYLIGHT.
W. Thompson	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
YAWATA MARU		
A. E. Moss		
SANUKI MARU		
W. Townsend		
KUMANO MARU		
E. W. Howell		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chester Road.

A. S. MIHARA, Manager. [9]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Traubridge	2,837	June 24th
TREMONT	T. W. Garlick	9,606	June 30th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to—
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

THE EAST ASIATIC COMPANY, LIMITED.

FOR FOCHOW, TONGKU AND PORT ARTHUR.
THE Danish Steamer

"SIAM"
Captain Glahn, will be ready to load on or about FRIDAY, the 5th June.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th May, 1903. [1585]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship
"HEATHFORD"
will be despatched on FRIDAY, the 5th June.
For Freight, apply to
ARNHOLDT BARBERG & CO.,
General Eastern Agents for China.
Hongkong, 29th May, 1903. [1308]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship

"EMPIRE."
Captain Helms, will be despatched as above on SATURDAY, the 6th June, at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th May, 1903. [1430]

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP AND LONDON.

THE Steamship
"BENMOHL"
Captain Wallon, will be despatched as above on SATURDAY, the 6th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th May, 1903. [1559]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"VALETTA."
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Office on SATURDAY, the 6th JUNE, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 25th May, 1903. [1]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shiro" Line Steamship

"PEMBROKESHIRE"
shortly expected, will have quick despatch.
The American Asiatic Steamship Company's "NORMAN ISLES"
will be despatched on or about MONDAY, the 15th June.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th May, 1903. [1187]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship

"GLENFARG."
Captain Helms, will be despatched as above on TUESDAY, the 2nd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 28th May, 1903. [1560]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE."
1,978 tons, will be despatched for the above port on or about 5th June.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 1st June, 1903. [1150]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 1st May, 1903. [283]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS en route to CALAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BANGALORA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
Captain Delato, will be despatched as above on THURSDAY, the 11th June, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"CHARLES TIERGHEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st May, 1903. [112]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DAILY Departures from Hongkong to Macao at 9 A.M. from Macao to Hongkong at 3 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, on opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [849]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD.,
15 and 16, Canton night Road, Praya West,
Hongkong, 6th May, 1903. [1353]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO. for fortnightly service home to Calcutta. Sailings from CALCUTTA for CAFE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th April, 1897. [8]

THE "CEYLON OBSERVER" PUBLISHED DAILY.

The Oldest and Largest Paper in the Colony, with a Circulation far ahead of any other local print.

THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and of other important Intelligence from Bombay, Madras, Calcutta, &c.; besides REUTER'S SERVICE from EUROPE, &c.

Subscription, with Postage, to China and Japan, Rupees 47, in advance.

THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence.

Subscription for China, Japan, Straits, &c. Rupees 10 per annum in advance. Received at Hongkong Daily Press Office.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN EXPORT AND QUALITY.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [374]

ANGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper un journal qui l'auteur nommé, il s'abonne à l'Argus de la Presse, "qui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."

Hector Malot (L'Éclair, p. 70 et 323)

L'Argus de la Presse fournit aux artistes, littérateurs, écrivains, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

L'Argus de la Presse est le collaborateur indispensable de tous ceux qui préparent un ouvrage étudiant une question, s'occupant de statistique, etc., etc.

S'adresser aux bureaux de l'Argus, 14, rue Dronot, Paris.—Téléphone.

L'Argus lit 5,000 JOURNAUX PAR JOUR. [390]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 3rd prox.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining unclaimed after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th May, 1903. [10-12]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"MELPOMENE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 5th June, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th of June will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 29th May, 1903. [1168]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Transura and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 3rd June, at 9.30 A.M.

All Claims must reach us before the 8th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 27th May, 1903. [3]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.

To be had at Messrs. KELLY & WALSH, LD. W. BARNES & Co. or Daily Press Office.

Hongkong, 28th October, 1898.

MARTIN'S
APIOL STEEL
PILLS
A French Remedy for all Impurities. Cleanses the system, and restores the blood. It is the only medicine that can be taken at any time, and in any quantity, without causing any inconvenience. It is the only medicine that can be taken at any time, and in any quantity, without causing any inconvenience. It is the only medicine that can be taken at any time, and in any quantity, without causing any inconvenience.

SAVARESSE'S
SANDAL
CAPSULES
Not made of Gelatine, most efficacious, because absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savarasse's.
1182

SANTAL MIDY
These tiny Capsules—superior to Copiba, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY

LADIES' REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
APIOLINI
CHAPOTEAUT
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, r. Vivienne, Paris.
132-2

